

Montana and the sky



MTI Department of Transportation - Aeronautics Division

Vol. 43, No. 2 February 1992

Captain Al Haynes to Kick-Off Conference

Captain Al Haynes, retired United Airlines Captain, will be the featured speaker at the Thursday kick-off luncheon at the Montana Aviation Conference.

Captain Haynes was the pilot in command of the United Airlines ill-fated Flight 232 that suffered a catastrophic engine failure along with a complete hydraulic system failure. Captain Haynes will tell how he and his co-pilot maneuvered the aircraft using only asymmetric engine thrust. The airplane crash-landed onto the Sioux City Iowa Airport.

Haynes was born in Paris, Texas, and raised in Dallas. A graduate of Woodrow Wilson High School, he attended Texas A & M University. He received his pilot training in the United States Navy and was commissioned as a Second Lieutenant in the United States Marine Corps in 1953. After serving one year in an operating squadron based in Edenton, NC, he taught instrument flying in Kingsville, Texas, until his release from the service in early 1956.

Captain Haynes joined United Airlines as a flight engineer in 1956. In 1963 he was promoted to co-pilot, and served in that capacity flying DC-6, Boeing 727, and DC-10s until his promotion to Captain in 1985. He flew Boeing 727s for 18 months before transferring to the DC-10 which he flew until his retirement on August 31, 1991.

He and his wife Darlene have been married for 32 years, and have three grown children and one grandson, all living in the Seattle area.



Captain Al Haynes

Haynes has been a volunteer umpire for Little League baseball for 21 years. He serves as his district's umpire consultant, as well as the umpire consultant for the State of Washington. He worked the Little League World Series in 1978, and the Senior League World Series in 1981-1985. In early June of 1989 he was selected as the Little League Volunteer of the year for Washington State, and later that month as the volunteer of the year for the Western Region. Al also serves as stadium announcer for high school football for the Highline School District.

The kick-off luncheon will begin at 11:30 am on Thursday, February 27, 1992. In order to have accurate meal counts, tickets for the luncheon must be reserved prior to the conference. Other meal tickets must be reserved at least 24 hours prior to the function. Reservations can be made by using the preregistration form printed on page five in this newsletter. ♦

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Administrator's Column

Good News For Bonanza Owners: Responding to AOPA and the ABS objections to Airworthiness Directive 91-14-13 requiring repetitive Bonanza center section spar inspections, the FAA has agreed to consider requiring only a onetime inspection instead of every 500 hours. The FAA has estimated that each inspection will cost about \$440 which will amount to a total Bonanza owner cost of \$4.8 million. There has been only six reported cases where cracks were found and these were mostly in the A-36 series Bonanza, which were subjected to severe operating conditions.

☆☆☆☆☆

Mode S Transponder Deadline: The General Aviation Manufacturers Association, along with other aviation associations, recently testified before the House Committee on Public Works and Transportation Aviation Subcommittee that the Mode S transponder requirements should be delayed for at least four more years—citing the FAA deadline of July 1, 1992, as unrealistic because of lengthy delays in the FAA's ground based Mode S sensing equipment needed to interact with the aircraft Mode S equipment.

☆☆☆☆☆

Montana DOT Embarking on Strategic Planning Effort: John Rothwell, Director of Montana's new Department of Transportation, has initiated a department wide strategic planning effort and is seeking input not only from each DOT division but the private sector as well. Speaking from the aviation standpoint only, each aviation organization will soon be contacted and invited to participate in the process. I would like to encourage each aviation organization to accept this invitation and make your views known on how you feel aviation should fit into the overall transportation role for Montana.

☆☆☆☆☆

Product Liability: The U.S. House Judiciary Committee will hold a hearing for the first time on general product liability reform legislation. The bill (H.R. 3030), which has 147 co-sponsors and more expected, was introduced last July. There is also counterpart legislation in the Senate. Senator Nancy Kassebaum of Kansas has introduced S.B. 645, and S.B. 640 has been introduced by Senator Robert Kasten of Wisconsin. I strongly urge anyone who has an interest in this legislation to contact our Montana Congressional Delegation and let them know how you feel.

☆☆☆☆☆

Air Search Volunteers: I would like to take this opportunity to express our most sincere appreciation to all of you who volunteered your time and airplanes in the air search effort for the missing Cessna 182 flown by Terry Surratt of Billings. Also to be thanked are the US Air Force and National Guard Helicopter crews, as well as the Montana Departments of Lands and Justice and Civil Air Patrol for all of their flying support. If it weren't for people like you who are willing to volunteer your time and airplanes, the Aeronautics Division would not be able to carry out our air search mission. We at the Aeronautics Division are very proud to have Montana recognized as having one of the top air search programs in the nation, and we have only you to thank. Although the search effort is still ongoing at the time of this writing, I feel it is also important to let you know that Mrs. Surratt requested that I express her feelings of gratitude to all of you. ♦



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John Rothwell, Director

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Aeronautics Board Conducts Meeting

The Montana Aeronautics Board held a meeting in Helena on January 17. The board discussed Aeronautics Division programs and goals and will continue to monitor these areas.

The board agreed to delay recommending any action concerning the airway beacons until further information is obtained and reviewed.

In other action, the board approved \$1,000 preliminary engineering grants for both Havre and White Sulphur Springs.

At the Montana Aviation Conference, the board will conduct a question and answer session with interested parties.

The next meeting of the board will be April 3, 1992, beginning at 10:00 am in the Aeronautics Board Room in Helena. The public is always invited. ♦

Calendar

Feb. 7 - 9: Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 27 - 29: Montana Aviation Conference, Bozeman.

March 2 - 4: Upper Midwest Aviation Symposium, Radisson Inn, Bismarck, North Dakota.

March 31: River of No Return Wilderness Information and Education Planning Project Public Open House, Hamilton.

April 3: Montana Aeronautics Board Meeting, Helena.

April 5 - 11: Sun 'n Fun EAA Fly-in, Lakeland, FL.

July 31 - August 6: 39th Annual Experimental Aircraft Association Convention and Fly-in, Oshkosh, WI.

Sept. 18 - 20: Mountain Search Pilot Clinic, Kalispell. ♦

Association of Montana Aerial Applicators Meet



The Association of Montana Aerial Applicators (AMAA) held its annual meeting and convention January 20-21, 1992, in Great Falls. Pictured from left to right are the AMAA Board of Directors: (back row) Jim Heppner, John Semple, Bill Sheets, Ron Rowland, Buster Ness and Boyd Morgan; (front row) Roger Stradley, Mike Biggerstaff and Andy Taylor.

Flying to Alaska?

If you are planning to participate in the 50th Anniversary of the AlCan Highway and the Northwest Stating Route Celebrations to Alaska, Transport Canada has provided us with pilot information packets.

Contact the Aeronautics Division at 444-2506 for a packet. ♦

Correction

In last months Montana and the Sky one of the feature articles discussed aircraft icing.

We hope our readers noticed an error wherein it stated, "In most cases icing will not occur above -25 degrees C." The author was thinking in terms of altitude, which would be true if you were also thinking along these lines.

To clarify, the statement should be: "In most cases icing will not occur below -25 degrees C." ♦

U.S. Rep. Ron Marlenee was a featured speaker at the AMAA Convention. Aeronautics Board Chairman Joel Fenger and wife Denise are pictured at right with Rep. Marlenee.



Helena Big Band to Perform at Banquet



The Helena Big Band is a 17-piece band, including Marsha Rae, entertainer and vocalist.

The band has the sound from the BIG BAND era and plays many nostalgic numbers from the Glen Miller book.

Marsha Rae is a very attractive entertainer and adds great excitement to the band. She will be doing a floor show at the close of the banquet prior to the dancing.

Make plans to attend the banquet beginning at 6:30 pm on Saturday, February 29, 1992, at the Holiday Inn. Major General Paul Funk will be the featured speaker at the banquet. Tickets for the banquet are \$20 per person. ♦

Conference Plans Finalized

If you have not registered for the 1992 Montana Aviation Conference please fill out the registration form included in this newsletter and return it as soon as possible. The conference is guaranteed to be another excellent Montana aviation event complete with informative, educational sessions.

Governor Stephens has proclaimed the week of February 23-29, 1992, as Montana Aviation Week.

The conference features an excellent schedule of meal function speakers. Captain Al Haynes will speak at the kick-off luncheon on Thursday. Saturday's luncheon will feature Colonel Jim Adamson, NASA Astronaut. Major General Paul Funk will address participants during the banquet Saturday evening.

Exhibitors from across the country will feature displays throughout the conference. The exhibit area will open on Thursday, February 27 at 10:00 am.

The annual Aeronautics Division Aircraft Mechanics Refresher Seminar and the Aerial Applicator Seminar will be held in conjunction with the conference.

A variety of concurrent sessions will be presented by many talented aviation related presenters during the conference.

The Montana Chapter of the 99s will conduct a Flying Companion Seminar for non-pilots on Friday morning.

The registration fee is \$30 for an individual; \$40 for a family. A day pass is also available for \$15. Registration allows entry into all events (with the exception of meals), two drink tickets to Friday night's hospitality hour and lunch on Friday.

Rooms have been reserved at the Holiday Inn (800) 366-5101 and the Grantree (800) 624-5865. ♦

Aviation/Aerospace Career Day

A student career day will be presented to high school students free of charge on Friday, February 28, 1992, from 8:30 - 3:00 pm.

Workshops will be presented by a variety of professionals who make their living in an aviation related field. A multi-media presentation will be featured in the afternoon session with door prize drawings occurring throughout the program. In addition, thirty-five displays will be available for students to view.

The program is guaranteed to be an inspiring, educational event to keep you interested and challenged.

Plan on attending. Drop a letter with your name, school, and year to Gene Shea, Coordinator, Montana Aviation Conference, 417 Staudaher Street, Bozeman, MT 59715.

Arrive by 8:00 am and sign-in at the student registration desk in the Gallatin Room of the Holiday Inn. ♦

Other Featured Speakers to Appear at Conference

Jim Cook will speak on flying to the Soviet Far East. Mr. Cook was the first private pilot to fly to the Soviet Far East on a personal visit. He works for the Nome Flight Service Station in Alaska.

Vera Dowling, from Edmonton, Canada, has clocked over 30,000 hours pilot time in more than 165 different types of aircraft. Mrs. Dowling's career includes time spent as an aircraft inspector, test pilot, and ferry pilot, flying fighters and bombers during World War II. She served as a pilot with the Women's Royal Air Force Voluntary Reserve where she flew instruments, aerobatics, night and formation flying.

Don Sachs served as a B-17 co-pilot in the Eighth Air Force during World War II. He finished the war as a POW in Germany after being shot down on his 20th mission. Mr. Sachs has a lifelong interest and dedication to preserving the historical significance of the B-17. He is retired from the Boeing Company after almost 40 years of service. While there he provided aerodynamic support for the B-47 and KC-135 and was in charge of the B-52 aerodynamic unit. ♦

Tentative Schedule - 1992 Montana Aviation Conference

Wednesday, February 26

Afternoon

- ✦ Booth Set-up
- ✦ Aerial Applicators Seminar

Evening

- ✦ Aerial Applicators Dinner

Thursday, February 27

Morning

- ✦ Mechanics Seminar
- ✦ MATA Business Meeting
- ✦ Concurrent Sessions

Luncheon

- ✦ Kick-off Luncheon Speaker: Captain Al Haynes

Afternoon

- ✦ Mechanics Seminar
- ✦ MAMA Board Meeting
- ✦ Concurrent Sessions
- ✦ Product Demonstration Program

Friday, February 28

Morning

- ✦ Aviation/Aerospace Career Program for Students

- ✦ Mechanics Seminar
- ✦ Concurrent Sessions
- ✦ MAMA Membership Meeting
- ✦ MFF Business Meeting
- ✦ Flying Friends Seminar

Luncheon

- ✦ In Exhibit Area
- ✦ Free to Registrants
- ✦ Door Prizes

Afternoon

- ✦ Aviation/Aerospace Career Program for Students
- ✦ FAA Question & Answer Session
- ✦ Concurrent Sessions
- ✦ Spouses/Guests Program
- ✦ Product Demonstration Program

Evening

- ✦ Hospitality Hour in Exhibit Area

Saturday, February 29

Morning

- ✦ EAA Business Meeting
- ✦ MAAA Business Meeting
- ✦ 99s Business Meeting
- ✦ MPA Business Meeting
- ✦ Mechanics Seminar

Concurrent Sessions

Luncheon

- ✦ Awards Luncheon Speaker: Colonel Jim Adamson
- ✦ Entertainment: The "Blunderbirds"

Afternoon

- ✦ Concurrent Sessions
- ✦ Aeronautics Board Question & Answer Session
- ✦ AOM Board Meeting
- ✦ Product Demonstration Program

Evening

- ✦ Banquet Speaker: Major General Paul Funk
- ✦ Entertainment: The Helena Big Band

The exhibit area will open Thursday morning, February 27, at 10:00 am, and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area. ♦

1992 Montana Aviation Conference

February 27-29, 1992

GranTree and Holiday Inns

Bozeman, Montana

Mail To: Montana Aviation Conference
P.O. Box 5178
Helena, MT 59602

Please Type or Print

Name(s) of Participant(s) (for name tags): _____

Address _____

Phone _____

Your Organization Affiliation:
(choose one only)

MPA	_____	99s	_____
MFF	_____	CAP	_____
MATA	_____	MAAA	_____
MAMA	_____	EAA	_____
Other	_____	N/A	_____
AMAA	_____		

Please Make the Following Reservations:

Note: Meal tickets must be purchased no later than 24 hours in advance.

Reg. Fee -	_____ @ \$30/person	\$ _____
	_____ @ \$40/family	\$ _____
Daily Pass	_____ Th _____ F _____ S @ \$15/day	\$ _____
Thurs. Luncheon	_____ @ \$9	\$ _____
Fri. Luncheon	_____ @ FREE	\$ _____
Sat. Luncheon	_____ @ \$9	\$ _____
Sat. Banquet	_____ @ \$20	\$ _____

Total Enclosed: \$ _____

Airport Improvement Program

By: Gerald C. Burrows
Chief Airport/Airways Bureau

The FAA will distribute a record high level of \$909.7 million in formula funds to the nation's airports in fiscal year 1992 for airport planning and development projects and for noise compatibility planning and programs. These funds are part of the \$1.9 billion obligation authority for fiscal year 1992 for the Airport Improvement Program (AIP).

Montana will receive \$4,475,059 for primary airports and \$4,848,129 for general aviation (GA) airports. The GA figure is the 13th highest in the nation.

Montana consistently receives a high percentage of the GA funding pot. The communities conscientious efforts in providing safe up-to-date airport facilities; the Helena FAA Airport District's tireless efforts in working with the communities, consultants, the Aeronautics Division, and by requesting necessary funds; the Montana airport consultants in working through necessary governmental channels and providing communities with the modern

safe airport facilities required; and our office with annual airport inspections, yearly update of the Montana State Aviation System Plan and our Preliminary Engineering Grant program all contribute to Montana's success in obtaining federal 90% matching funds for airport improvement projects.

The Aeronautics Division's state system plan update provides detailed information on Montana's airport facilities. In-depth pavement analysis lets us know the remaining life of the pavement and when repairs will be required. All information is combined and lets us know what airports will require improvements, costs and necessary time frame to accomplish same.

Under the program, funds are apportioned to primary airport sponsors on the basis of passenger enplanements and to states according to population and area. Funding of the Airport and Airways Trust Fund is financed by aviation user fees such as those on passenger tickets, freight way bills, and gasoline and jet fuel used in general aviation. ♦

Primary Airport Funding

City of Billings	\$1,089,813
Gallatin Airport Authority	723,824
City of Great Falls	696,475
Flathead County Municipal Airport Authority	504,187
Helena and Lewis and Clark County Airport Board	408,320
County of Missoula	752,440
Butte-Silver Bow City/County Governments	300,000

Aircraft Registration Due

This is a reminder that all aircraft registrations are due March 1, 1992. Registrations not postmarked by March 1, will be subject to the penalty of five times the fee plus the fee.

Please send your registration in today. If you have not received a registration form or have any concerns or questions regarding your registration, please call the Aeronautics Division prior to March 1. ♦

Civil Air Patrol: Fifty Years of Service

On December 1, 1941, the Civil Air Patrol was established by executive order, to make civilian aviation resources available to the national defense effort. In May 1948, Congress passed Public Law 80-557 which granted the CAP status as the civilian auxiliary of the United States Air Force.

The CAP has a variety of programs that contribute to our well being. However, two of the activities most important to all of us in Montana are the cadet training and search and rescue programs.

The cadet program is designed to teach young people principles of responsible leadership and citizenship through their interest in aviation. Opportunities are available for the cadets to acquire skills and knowledge and to compete for scholarships.

The CAP's involvement in search and rescue is a vital part of our total state SAR effort. The pilots and observers in the individual squadrons around the state are well trained and important contributors to our aerial search effort.

As a volunteer force, the Civil Air Patrol embodies the spirit of commitment to public service that makes a better world for all of us. Congratulations to the men and women of the CAP for their years of dedicated service. ♦



Montana Aviation System Plan

By: Redge Meierhenry
Aviation Representative

Recently concluded under contract to Robert Peccia and Associates was an element of Montana's Aviation System Plan Update, the Pavement Management System. This work was performed at 44 general aviation airports and one commercial service airport in Montana.

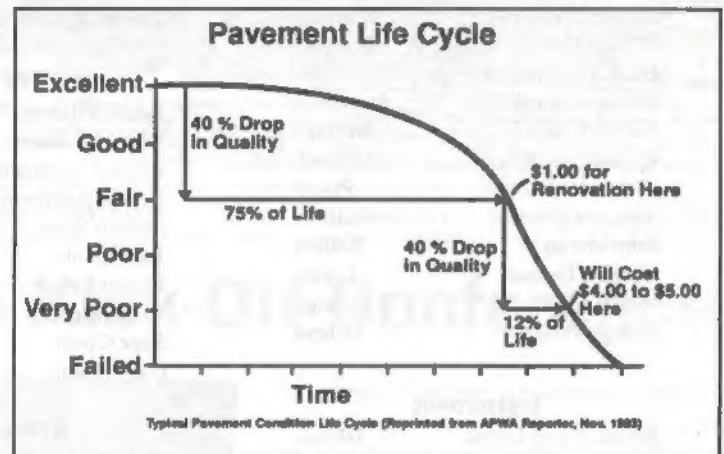
The purpose of performing this work is to objectively determine maintenance and rehabilitation needs for paved surfaces on Montanas airports.

This work is accomplished in a step-by-step procedure as follows:

1. **Collect Data:** This information includes airport layout plans, construction plans, pavement design and maintenance history, etc.
2. **Preparation of Base Maps:** A schematic showing pavement locations, compositions and dimensions.
3. **Definition of Sample Units:** Definition occurs by identifying pavement features. A pavement feature is a pavement area having consistent thickness, construction materials and age.
4. **Perform Survey:** An analysis of each pavement section for distress types and severity such as alligator cracking, rutting, raveling, etc.
5. **Produce Summary Report and Base Maps:** Base maps will show for each surveyed airport pavement features and sections, major distress types and Pavement Condition Index (PCI) ratings.

The last step above where PCI ratings are calculated form the engineering basis for determining maintenance and rehabilitation needs. How this works can be understood by referring to the chart reproduced at right.

The curve generalizes the deterioration of pavement from an excellent condition when new to a failed state over an increment of



time, assuming no maintenance. The y-axis of the graph shows the categories of condition, where each individual category covers a numerical range of PCI ratings.

As an example, a determination that a particular section of pavement is determined to have a PCI rating of 72, this numerical value corresponds to very good on the chart above.

A notable feature of the chart is the shape and slope of the curve, indicating that pavement initially proceeds slowly towards failure to a point where deterioration then rapidly accelerates. The goal of airport managers should be to use the information provided by this analysis and apply maintenance techniques periodically so that pavement is not left to repair after it has slid down the steep side of the curve. If this happens, the total cost to repair is dramatically higher due to the poor overall health of the pavement system.

In a future issue of Montana and the Sky, we will discuss another element of our State Aviation System Plan that is concluding in a recommendation for the site and construction of a Regional Burn Pit in Montana. ♦

Airspace Classifications for Pilots Simplified

The FAA has adopted a rule that consolidates and simplifies the types and classifications of airspace, making them easier for pilots to understand. The new system conforms with the recommendations of the International Civil Aviation Organization.

The FAA said the new classifications will make it easier for pilots to understand the requirements needed to operate in the national airspace system.

The final rule establishes six classes of airspace, each designated by a single letter of the alphabet: -- A, B, C, D, E, or G. Each is associated with a different set of pilot qualification and equipment requirements, pilot operating rules and specific air traffic control services. The letter designators will replace such current terms as Positive Control Airspace, Terminal Control Area, Airport Radar Service Area, etc.

The changes, to be completed by September of 1993, will have very little impact on pilots using Instrument Flight Rule procedures. An education program designed to help non-airline pilots understand and use the new types and classifications of airspace will be provided by the FAA. ♦

FAA Issues Certificates

Private

Ron Bodine	Ennis
Shane Collins	Bozeman
Richard Croley	Missoula
William Dyess	Ryegate
Brian Eggerbrecht	Wolf Point
William Janecke	Anaconda
Darren Lynch	Billings
Randy Lynch	Billings
Walter McIntosh	Plains
Terrence Meehan	Lewistown
John Moran	Rollins
Michael Onstad	Carter
Richard Taylor	Billings
George Wright	Helena

Instrument

Jeanne Baton Lesnik	Helena
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Multi-engine

Wayne Petersen	Shelby
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Rotorcraft H Airship

Jin Han	Bozeman
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CFI

Roy Speeg	Helena
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CFI - Instrument

Tim Wilkins	Great Falls
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CFI Renew

Leigh Aslakson	Billings
Donald Bennett	Helena
Patricia Goldhahn	Missoula
Harold Halliburton	Helena
Delbert Hunt	Butte
Jack Johola	Billings
Robert Lesuer	Ennis
Dean Minett	Helena
Sage Olson	Billings
Gary Roam	Billings

ATP - ASS SEL

Timothy Thompson	Helena
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ATP - Multi-engine

Jay Nance	Bimney
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Commercial - Multi-engine

Dennis Lohse	Great Falls
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Commercial Instrument - Multi-engine

Gary Baarson	Great Falls
Mark Frenk	Billings
Lowell Hanson	Helena
Anne Johnston	Great Falls
Gary Jones	Missoula
Diana Stevens	Belgrade

Commercial Instrument Single/Multi-engine ATP

Jay Nance	Bimney
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Commercial Instrument Single/Multi-engine 707 and 720

Michael McClellan	Great Falls
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